2003
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates

where available

Special Locality Report
310

Town of Tappahannock

Prepared By

Virginia Department of Transportation
Mobility Management Division

In Cooperation With

U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Mobility Management Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

Interstate Route

Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

US Route

Virginia State Route

Secondary Route

Special Routes

Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route

ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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Town of Tappahannock

Route	Length	AADT	QA	4Tire	Bus	Truck				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
				From: SCL Tappahannock												
17	2.24	**22000**	**N**	93%	0%	1%	1%	5%	0%	N	0.079	N	0.51	19000	N	2003
				To: US 360 Tappahannock												
				From:												
17	0.62	**7200**	**A**	93%	0%	1%	1%	5%	0%	C	0.139	A	0.65	6400	A	2003
				To: NCL Tappahannock												
				From: CL Tappahannock												
360 17	2.24	**22000**	**N**	93%	0%	1%	1%	5%	0%	N	0.079	N	0.51	19000	N	2003
				To: E US 17												
				From:												
360	0.25	**14000**	**G**	94%	0%	2%	1%	3%	0%	F	0.088	F	0.576	14000	G	2003
				To: Essex County Line												
				From: US 17												
617 (28)	0.19	**770**	**G**	97%	1%	2%	0%	0%	0%	C	0.107	F	0.635	770	G	2003
				To: ECL Tappahannock												
				From: NCL Tappahannock												
627 (28)	1.62	**4900**	**G**	94%	2%	2%	0%	1%	0%	C	0.100	F	0.596	4900	G	2003
				To: US 17												
				From: Dead End												
657 (28)	0.28	**560**	**R**								NA			NA		1999
				To: 28-1029 NORTH												
				From:												
657 (28)	0.24	**890**	**R**								NA			NA		1999
				To: 0.24 MW 28-1019												
				From:												
657 (28)	0.36	**1900**	**G**	93%	5%	1%	0%	1%	0%	C	0.135	F	0.565	1900	G	2003
				To: US 17												
				From:												
657 (28)	0.14	**240**	**R**								NA			NA		1999
				To: 28-1004												
				From:												
657 (28)	0.08	**40**	**R**								NA			NA		1999
				To: Dead End												
				From: SR 310												
659 (28)	0.53	**680**	**G**	97%	1%	1%	0%	1%	0%	C	0.097	F	0.559	680	G	2003
				To: 28-627												
				From: US 17 SOUTH												
698 (28)	0.35	**1600**	**R**								NA			NA		1999
				To: 28-1036												
				From:												
698 (28)	0.59	**2600**	**R**								NA			NA		1999
				To: US 17 NORTH												
				From: 28-627 ; 28-723												
700 (28)	0.07	**650**	**R**								NA			NA		05/15/2002
				To: Dead End												
				From: Dead End												
705 (28)	0.11	**100**	**R**								NA			NA		1999
				To: 28-627												
				From: 28-659												
706 (28)	0.30	**70**	**R**								NA			NA		05/15/2002
				To: Dead End												
				From: 28-706												
723 (28)	0.40	**270**	**R**								NA			NA		05/15/2002
				To: 28-700												
				From: US 17												
725 (28)	0.29	**1300**	**R**								NA			NA		06/05/2002
				To: ECL Tappahannock												
				From: Dead End												
729 (28)	0.03	**NA**									NA			NA		
				To: 28-617												

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Town of Tappahannock

Route	Length	AADT	QA	4Tire	Bus	Truck: 2Axle	Truck: 3+Axle	Truck: 1Trail	Truck: 2Trail	QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Tappahannock																
1001 28	0.05	**190**	**R**								NA			NA		05/21/2002
From: 28-1006																
To: 28-1003																
1001 28	0.11	**590**	**R**								NA			NA		05/21/2002
From: 28-1003																
To: US 360																
1001 28	0.06	**340**	**R**								NA			NA		05/21/2002
From: US 360																
To: 28-657																
1001 28	0.02	**360**	**R**								NA			NA		05/21/2002
From: 28-657																
To: Dead End																
1002 28	0.10	**470**	**R**								NA			NA		05/15/2002
From: US 17																
To: Dead End																
1003 28	0.20	**1300**	**R**								NA			NA		05/15/2002
From: US 17; 28-1023																
To: 28-1010																
1003 28	0.09	**850**	**R**								NA			NA		05/15/2002
From: 28-1010																
To: 28-1020																
1003 28	0.19	**590**	**R**								NA			NA		05/15/2002
From: 28-1020																
To: US 17 NORTH																
1003 28	0.14	**710**	**R**								NA			NA		05/21/2002
From: US 17 NORTH																
To: 28-1004																
1003 28	0.06	**150**	**R**								NA			NA		05/21/2002
From: 28-1004																
To: Dead End																
1004 28	0.03	**70**	**R**								NA			NA		05/15/2002
From: Dead End																
To: 28-1011																
1004 28	0.12	**280**	**R**								NA			NA		05/15/2002
From: 28-1011																
To: 28-1008																
1004 28	0.34	**2600**	**R**								NA			NA		05/15/2002
From: 28-1008																
To: US 360																
1004 28	0.06	**2600**	**R**								NA			NA		05/15/2002
From: US 360																
To: 28-657																
1004 28	0.13	**100**	**R**								NA			NA		05/15/2002
From: 28-657																
To: Dead End																
1005 28	0.04	**70**	**R**								NA			NA		05/15/2002
From: Dead End																
To: 28-1006																
1005 28	0.16	**870**	**R**								NA			NA		05/15/2002
From: 28-1006																
To: US 17																
1005 28	0.14	**1700**	**R**								NA			NA		05/21/2002
From: US 17																
To: 28-1004																
1005 28	0.10	**350**	**R**								NA			NA		05/21/2002
From: 28-1004																
To: 28-1013																
1005 28	0.02	**60**	**R**								NA			NA		05/30/2002
From: 28-1013																
To: Dead End																
1006 28	0.23	**80**	**R**								NA			NA		05/15/2002
From: END LOOP																
To: 28-1005																
1006 28	0.24	**260**	**R**								NA			NA		05/21/2002
From: 28-1005																
To: US 17																
1006 28	0.14	**280**	**R**								NA			NA		05/21/2002
From: US 17																
To: 28-1004																

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Town of Tappahannock																
1007 28	0.14	**180**	**R**	From: 28-1003							NA			NA		1999
				To: US 17												
1007 28	0.17	**430**	**R**	From: US 17							NA			NA		1999
				To: 28-1004												
1008 28	0.07	**3400**	**R**	From: US 17							NA			NA		1999
				To: 28-1022												
1008 28	0.13	**1900**	**R**	From: 28-1004							NA			NA		1999
				To: 28-1004												
1009 28	0.14	**270**	**R**	From: 28-1010							NA			NA		1999
				To: 28-1027												
1010 28	0.17	**100**	**R**	From: Dead End							NA			NA		1999
				To: 28-1009												
1010 28	0.03	**800**	**R**	From: 28-1020; 28-1025							NA			NA		1999
				To: 28-1020 ; 28-1025												
1010 28	0.10	**610**	**R**	From: 28-1016							NA			NA		1999
				To: US 17												
1011 28	0.07	**450**	**R**	From: US 17							NA			NA		1999
				To: 28-1012												
1011 28	0.23	**150**	**R**	From: 28-1004							NA			NA		1999
				To: 28-1011												
1012 28	0.08	**340**	**R**	From: 28-1021							NA			NA		1999
				To: 28-1005												
1013 28	0.14	**240**	**R**	From: US 360							NA			NA		1992
				To: Dead End												
1014 28	0.07	**550**	**R**	From: US 17							NA			NA		05/15/2002
				To: 28-1010												
1015 28	0.28	**190**	**R**	From: 28-1003							NA			NA		05/15/2002
				To: Dead End												
1016 28	0.23	**130**	**R**	From: 28-1020							NA			NA		05/15/2002
				To: Dead End												
1017 28	0.03	**60**	**R**	From: 28-1015							NA			NA		05/15/2002
				To: 28-1017												
1017 28	0.19	**240**	**R**	From: 28-1003							NA			NA		05/15/2002
				To: Dead End												
1018 28	0.11	**100**	**R**	From: US 17							NA			NA		05/15/2002
				To: 0.04 MN 28-657												
1019 28	0.04	**70**	**R**	From: 28-657							NA			NA		05/15/2002
				To: 0.10 MS 28-657												
1019 28	0.10	**390**	**R**								NA			NA		05/15/2002

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Town of Tappahannock																
1020 28	0.26	**540**	**R**	From: 28-1010 To: 28-1003							NA			NA		05/21/2002
1021 28	0.17	**90**	**R**	From: 28-1011 To: 28-1007							NA			NA		1999
1022 28	0.07	**830**	**R**	From: 28-1012 To: 28-1008							NA			NA		1999
1022 28	0.10	**630**	**R**	From: To: 28-1007							NA			NA		1999
1023 28	0.08	**110**	**R**	From: Dead End To: US 17; 28-1003							NA			NA		05/15/2002
1024 28	0.06	**9**	**R**	From: Dead End To: US 17							NA			NA		05/15/2002
1025 28	0.04	**9**	**R**	From: Dead End To: 28-1010							NA			NA		05/15/2002
1026 28	0.13	**140**	**R**	From: 28-1010 To: 28-1027							NA			NA		1999
1027 28	0.14	**140**	**R**	From: Dead End To: 28-1009							NA			NA		1999
1028 28	0.11	**160**	**R**	From: Dead End To: 28-1026							NA			NA		1999
1029 28	0.19	**210**	**R**	From: 28-657 SOUTH To: 28-657 NORTH							NA			NA		05/15/2002
1030 28 Perdue Inc	0.11	**350**	**R**	From: 28-617 To: Dead End							NA			NA		1999
1031 28	0.11	**440**	**R**	From: US 17 To: 28-1032							NA			NA		1999
1031 28	0.41	**340**	**R**	From: To: Dead End							NA			NA		1999
1032 28	0.18	**200**	**R**	From: 28-1031 To: US 17							NA			NA		05/30/2002
1036 28	0.11	**2600**	**R**	From: US 17 To: 28-698							NA			NA		05/30/2002
1037 28	0.11	**690**	**R**	From: 28-725 To: 28-1038							NA			NA		06/05/2002
1037 28	0.14	**110**	**R**	From: To: BEGIN LOOP							NA			NA		06/05/2002
1037 28	0.06	**40**	**R**	From: To: 28-1039							NA			NA		06/05/2002
1037 28	0.13	**47**	**R**	From: To: END LOOP							NA			NA		06/05/2002

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						2Axle	3+Axle	1Trail	2Trail							
Town of Tappahannock																
1038 28	0.07	**70**	**R**	From: 68-1037 To: Cul-de-Sac							NA			NA		06/05/2002
1039 28	0.05	**30**	**R**	From: 28-1037 To: Cul-de-Sac							NA			NA		06/05/2002
1042 28	0.27	**7**	**R**	From: Cul-de-Sac To: 28-1031							NA			NA		04/08/2002
1043 28	0.04	**2**	**R**	From: Cul-de-Sac To: 28-1042							NA			NA		05/30/2002
1045 28	0.19	**190**	**R**	From: 28-1031 SOUTH To: 28-1046							NA			NA		05/30/2002
1045 28	0.18	**70**	**R**	From: To: 28-1031 NORTH							NA			NA		05/30/2002
1046 28	0.06	**70**	**R**	From: 28-1045 To: Cul-de-Sac							NA			NA		05/30/2002
1050 28	0.10	**830**	**R**	From: 28-627 To: Cul-de-Sac							NA			NA		1999
1051 28	0.21	**830**	**R**	From: 28-627 To: Cul-de-Sac							NA			NA		1999
1052 28	0.04	**130**	**R**	From: Cul-de-Sac To: 28-1051							NA			NA		1999
9123 28	0.27	**260**	**R**	From: 28-657 To: Essex Int School							NA			NA		05/15/2002
9125 28	0.29	**400**	**R**	From: US 17 To: US 17; 28-1018							NA			NA		05/30/2002